

BRITAIN'S BIGGEST SELLING DIRT BIKE MAGAZINE

dirtbikerider.com

SX EDUCATION!

WHY LEARNING THE TRICKS OF THE SUPERCROSS TRADE AIN'T EASY

100% COOL

HOW MARC BLANCHARD CHANGED OUR SPORT

dirtZone



GREEN GIANT!

THE MAN BEHIND KAWASAKI'S METEORIC RISE TO THE TOP OF MX

LORD OF THE MANOR!

HANGING OUT AT HOME WITH MAX ANSTIE

TODD WATERS!

SAY G'DAY TO HUSKY'S NEW SIGNING

BATTLE ROYALE!

THE GLOVES ARE OFF AS THE MXGP SEASON HEATS UP

DANNY McCANNEY | ALPINESTARS | DANIEL MCCOY | AMA SUPERCROSS | PELA RENET

C O N T E N T S





ON THE COVER:
MXGP PACESETTER TONY
CAIROLI GETS ON THE GAS
© SARAH GUTIERREZ

CONTENTS:
RYAN VILLOPOTO HEADS
THE AMA SX PACK
© RAY ARCHER

FEATURES

030: MAX ANSTIE

WE CHECK IN WITH STEVE DIXON'S LATEST SIGNING WHO RECKONS HE CAN WIN AN MX2 WORLD TITLE

040: ALPINESTARS

FOR 50 YEARS THE ITALIAN FOOTWEAR BRAND HAS BEEN #1 IN MOTORSPORTS

048: PAUL COATES

THE YOUNG BRIT WHO'S GETTING AN EDUCATION IN SUPERCROSS STATESIDE

058: DANNY MCCANNEY

THE MANXMAN SHOULD BE HEADED TO AN ENDURO JUNIOR WORLD TITLE WITH BETA

068: TODD WATERS

THE YOUNG AUSSIE WHO'S HUSQVARNA'S GREAT HOPE IN THE MXGP DIVISION

076: PELA RENET

THE FORMER MX AND ENDURO WORLD CHAMP USES THE BSEC OPENER AS A PRE-SEASON SHAKEDOWN

086: MARC BLANCHARD

THE COOLEST MAN IN MOTOCROSS SHARES ALL IN OUR EXCLUSIVE INTERVIEW

102: DANIEL MCCOY

EVER WANTED TO KNOW MORE ABOUT THE AUSSIE ARENACROSS SENSATION? READ ON, MATE...

108: SHINICHIRO YOKOYAMA

MEET THE MAIN MAN BEHIND KAWASAKI'S RISE TO THE TOP IN MOTOCROSS

116: AMA SUPERCROSS

WE PICK OUT THE 10 MOST SHOCKING MOMENTS FROM THIS YEAR'S AMA SX TOUR

REGULARS

020: NEWS

OFF-ROAD NEWS, GOSSIP AND OPINION PLUS THREE KILLER COMPS THAT'LL ROCK YOUR SOCKS

026: STUFF

THE FINEST SELECTION OF DIRT BIKING PRODUCTS EVER ASSEMBLED

054: BURNICLE'S BEAT

IT'S BACK TO BEURN WITH BURNICLE

094: DR DIRT

WASHING YOUR WEAPON THE DR DIRT WAY...

096: DBR TESTED

ED BRADLEY AND JOHNNY FLOPPY HAIR GET TO GRIPS WITH OUR MAGAZINE MACHINES — A YZ450F AND CRF250R

101: PROJECT DBR 500F

GROPING AROUND INSIDE THE DBR500F'S GEARBOX

129: RAGE

THE UK'S ESSENTIAL READ FOR SPEEDY NIPPERS

134: HOT WHEELS

GAUTIER PAULIN'S WORKS WEAPONRY

Lord of his Manor!

*Will this be the year we see a Brit crowned
MX2 World Champion? Max Anstie believes so...*

Words by **Jeff Perrett** Photos by **Nuno Laranjeira**

W

hatever your opinion is of Max Anstie one thing is certain – he's a confident, colourful character. Often tiptoeing along the fine line of confidence and arrogance the soon to be 21-year-old from Andover,

Hampshire is without question one of the most talented racers in world motocross and certainly to come out of the UK.

With such expectations of him and of himself coming through an illustrious youth career many had Anstie down as a solid bet for a world or AMA championship early on in his professional career yet neither has happened. In fact as I type this he's yet to win a GP race, where as two of his long standing racing rivals, Ken Roczen and Jeffrey Herlings have both become world champions – a fact not lost on Max.

I caught up with him at his practice track on the edge of Salisbury Plain – just before he was due to fly to the Brazilian GP – to find out how his life journey has been since I last talked to him in depth.

DBR: I sat here in this field with you back in 2007 and interviewed you as a kid on a KX85. Now all these years later and coming up to your 21st birthday are you happy with where your career is at in this stage of your life?

MA: "I suppose I am but only recently have I felt like I've got to where I wanted and needed to be. By that I mean in how I feel and how I look at things going into races. The dream was always to go to America and race supercross, as I'm sure you can remember me telling you back then, win the supercross, do this and do that and that hasn't happened. I followed my dream and raced supercross though, I raced the AMA Nationals, I've pretty much raced everywhere

so I've gained a load of experience and I think now all that experience and all the setbacks have made me stronger than I've ever been and put me in my current frame of mind."

DBR: So is returning to America completely off the radar now then?

MA: "No, I'm going to go back to race in America at one point and I'll want to win when I do. I think I'll be in a much stronger position to do that when I do decide to head back over there."

DBR: Interesting. So can you pin point why you feel so much more self assured and confident right now? Not that I've ever known you not to be confident!

MA: "I feel like it's taken this five, six, seven years or whatever it's been. Ever since I've turned pro it's been tough and it's definitely been a tough last few years – more than what I expected it to be so that's been a harsh learning curve. Now though, I feel like I've truly arrived and found myself in a position where I can really go racing and I feel really good."

DBR: What do you mean by really go racing?

MA: "I mean that I'm now in a position to let my ability show because of the team I'm on and the changes I've made from what I've learned. The reason it's been difficult is because of all the different teams and the constant change and all the things that have happened, even away from the track. It's not been easy and I've tried not to let that show. Now I'm really relaxed again and I feel like me again, like Max Anstie, the one I knew as a younger kid only with more experience on his side. I knew it was time to take everything in my life into my own hands and now I feel so good about everything it feels like the opportunities are endless. I wake up everyday now, relaxed and more confident than ever – it's just all clicked into place >>



BOOT CHAMP!

FOR 50 YEARS ALPINESTARS HAS BLAZED
A TRAIL IN THE MOTORSPORTS
FOOTWEAR INDUSTRY...

Words and photos by

Jack Burnicle

Amid a welter of birthday celebrations in 2013 the fabled Italian accessory manufacturer Alpinestars turned 50. From its beginnings in Maser, Northern Italy, Alpinestars has grown comprehensively into a company that clothes global superstars like Formula One motor racing champions Sebastian Vettel, Jenson Button and Michael Schumacher and world motorcycle champions like Marc Marquez, Jorge Lorenzo, Troy Bayliss and Carlos Checa yet still remains faithful to its motocross roots. They celebrated with a suitably huge shindig in Milan, to which they invited all their major sponsored riders, and the production of a magnificent glossy black coffee table book illustrating their first half century from humble beginnings as cobblers to a worldwide sports and leisure label.

Sante Mazzarolo was a third generation cobbler who learned his trade under his father and grandfather. They travelled the Treviso area house-to-house, with a pair of wooden footlasts, hand-making shoes for local farming families. As a boy, Sante witnessed the transition from wooden to leather soles and the use of hemp twine instead of nails to attach the sole to the upper shoe. His family apprenticeship complete, Sante started work at 17 with a local hiking boot manufacturer, honing his skills for 11 years as a designer.

Finally, in 1961, he left and in January 1963 entered Maser's municipal offices to register his own business. The accepted norm would have been to give the company an Italian name. "But I wanted an American sounding brand," explains Sante. "It's true that our name is difficult for Italians to pronounce but I thought it would make the company seem more interesting!" So he

named it after the Stella Alpina flower, a hardy plant found only at high altitude that thrives in adverse conditions.

Initially Mazzarolo focussed on hiking and ski boots, but his interest was aroused by the infant sport of motocross. "Some youngsters from a well-off family made a motocross track about 20 kilometres from me," he remembers. "People came from Padua and other places to race. Watching the riders, I saw that they needed protection and started making boots for them. Everyone had their own requests and I tried to furnish what they needed." The riders were actually wearing hiking and hunting boots and spotting this gap in an emerging market Sante designed his first bespoke MX boot with a front opening, buckles and shin protection. "The product was functional, durable and aesthetically beautiful," says Sante. "Those were the only three things that counted and we built our reputation on that philosophy."

From day one the endeavour was a family affair, the apartment where Sante, his wife Dolly and their three children lived actually attached to the company's offices. "I was almost literally born into the company," says Gabriele, who had only entered the world weeks before his father registered the business. "I was born with a total passion for motorcycles and cars, even as a toddler." Gabriele would become a familiar figure around the MX GP paddocks by the late seventies, but not surprisingly he first raced, even while studying at the University of Venice and working for the family business. "I was driving around Europe to see distributors and working on products," remembers Gabriele, who still regularly travels on bikes while testing prototype gear!

Sante continued to incorporate innovations based on rider feedback, updating soles, fastenings and shin protection as Alpinestars' popularity spread. An early and important convert was Roger DeCoster. >>





Words and photos by **Future 7 Media**

BIG BROTHER!

THE ELDER OF THE SPEEDY MCCANNEY SIBLINGS
FILLS US IN ON LEAVING GAS GAS, THE MOVE TO
BETA AND HIS EJ TITLE ASPIRATIONS...

*McCanney's early season pace is
stunning and he pushed Pera Renet
hard at the BSEC season opener*

THE MAN BEHIND THE LOOK

How a Frenchman in the USA changed
the aesthetics of motocross

Words by **Adam Wheeler** Photos by **Ray Archer**

“**M**arc Blanchard is the coolest guy I know. He's just cool!” so says famed photographer Ray Archer, a man who once shocked an Apple Store Genius Bar assistant with the sheer volume of contacts on his phone. Rolling behind the Frenchman in his convertible Cadillac as we cruise to the scene of a photoshoot near his home of Solana Beach in California it seems hard to disagree.

We're here to spill the beans on the 54 year old because his story is quite remarkable. In short: talented magazine designer swaps grey Parisian skies for the west coast of the USA to work for clothing company JT Racing at the end of the 1980s, carves a name for himself, meets entrepreneur and fellow countryman Ludo Boinnard and forms One Industries, sells company for over 20 million dollars a decade later, enjoys a break and then comes back (still with Boinnard) with the resurrection of iconic brand 100% specialising in goggles and eyewear.

So there is a very good chance that you have either seen, worn, applied or been influenced by some of the liveries, riding gear, sticker sets, helmets, goggles, catalogues and adverts that

have sprung from the hard-drive of Blanchard's computer in the last 30 years. To pick just a few of the highlights – the Dalmatian JT Racing scheme, the David Bailey One Industries helmet, the retro Yamaha yellow sticker set, the Barstow goggle...there is a mammoth list.

What we are keen to tap into is the affect of California and this particular zone of the world – and of the motorcycle community – on Blanchard's work. Marc appears to live the idyllic west coast lifestyle with his partner and two young girls. His double-tiered house has a lot of glass, and on the day of our visit (the morning after the San Diego Supercross – the Qualcomm stadium a half hour drive up the shoreline to his abode) a pool is in the midst of being installed in the garden. It is a respectable neighbourhood. The expanse of the Pacific is a short stroll down the hill. The Caddy is covered up outside...perhaps the only concession that a foreign lover of Americana resides in this particular street.

California is heralded by some as the mecca for motorcycling in the United States (and for customisation, dirt-bikes and image, some would say 'the world'). It is routinely the biggest market for manufacturers. Almost half a million motorcycles were sold in the USA in 2013 – over 73,000 of those were off-road units. In >>



Marc Blanchard is the dude who's responsible for many of the coolest brands and products in our sport





The Illustrat Man

A RELATIVE UNKNOWN IN THE UK PRIOR TO THE 2014 GARMIN ARENACROSS TOUR, AWESOME AUSSIE DANIEL MCCOY WASTED LITTLE TIME IN SHOWING HE HAD THE SPEED TO MATCH SOME OF THE GNARLIEST INK OUTSIDE OF FREESTYLE...

Words by **Sean Lawless** Photos by **Nuno Laranjeira**

ted



GREEN GIANT!

MEET THE BOSS BEHIND KAWASAKI'S RISE TO THE TOP OF THE MX CROP

Words by **Adam Wheeler** Photos by **Ray Archer**

Kawasaki Motor Company's (KMC) headquarters in Irvine, California is a cold and grey place occasionally spruced up by flashes of green and the shrine of chrome from the odd display model. However, when Shinichiro Yokoyama wanders in the welcome is as warm as the latte in his massive Venti Starbucks cup.

We visited KMC in 2012. A feature on the Monster Energy Kawasaki team and the house of Villopoto was the end result and the people in green and black shirts at Irvine could not have been more helpful and friendly. Perhaps it is a result of Yoko's influence. The jovial Japanese has been in place here in the United States since 2010. Although his role is now more

senior managerial and he covers all of the company's powered vehicle range – as well as racing – the 50 year old has been one of the key figures in the development of Kawasaki's motocross models and motorcycles since the late 1980s and from joining the firm as a graduate in his native land.

From past experience interviewing Japanese technicians or staff is never an easy task. Of course there is that language barrier, and they are normally very reserved when it comes to information supply and even conveying some emotion towards a given subject. It is just part of the culture difference and there are few that fully embrace the needs of enquiring journalists. There are no such qualms with Yoko who laughs his way through the interview and is nothing short of gregarious. >>



THE BEST JUST GOT BETTER!



THE ALL-NEW ARAI
MX-T
ULTIMATE OFF-ROAD HELMET

Sizes: XS, S, M, L, XL

Also available in black.

Find out more at
www.araihelmet.eu | www.apico.co.uk/arai

APICO



Rounder, Smoother & Stronger Shell
R75
SHAPE